

## RAILROADS SUBMIT AND ACCEPT TERMS AS PROPOSED BY THE STATE

### STANDARD OIL FINED NEARLY \$30,000,000

Judge Landis Imposes Penalties for Rebates to Amount of \$29,240,000

### LARGEST FINES IN OUR HISTORY

More Than 100 Times as Great as Amount Received Through Rebates—Methods and Practices of Defendants Severely Scored—Court's Rulings Create Surprise.

CHICAGO, ILL., August 3.—Judge Kenesaw M. Landis to-day, in the United States District Court, fined the Standard Oil Company of Indiana \$29,240,000 for violations of the law against accepting rebates from railroads. The fine is the largest ever assessed against any individuals or any corporation in the history of American criminal jurisprudence, and is slightly more than 131 times as great as the amount received by the company through its rebating operations. The case will be carried to the higher courts by the defendant company.

The penalty imposed upon the company is the maximum permitted under the law, and it was announced at the end of a long opinion, in which the methods and practices of the Standard Oil Company were mercilessly scored. The judge, in fact, declared in his opinion that the officials of the Standard Oil Company who were responsible for the practices of which the corporation was found guilty were no better than counterfeiters and thieves, his exact language being:

"We may as well look at this situation squarely. The men who thus deliberately violate this law would not be surprised if they were to be counterfeited the coin or steals letters from the mail."

### Hands Down Long Opinion.

Judge Landis commenced reading his decision at 10 o'clock, and occupied about one hour in its delivery. He reviewed the facts in the case, took up the arguments of the attorneys for the defense, and answered them, and then passed judgment upon the company, which he declared violated the law for the sole purpose of swilling its dividends.

The court held that the railroads have no more right to make a secret rate for a shipper than a board of assessors would have to make a secret assessment of any particular piece of property.

The court expressed regret that the law failed to provide more serious punishment than a fine, but insisted that the penalty should be sufficiently large to act as a deterrent, and not of such a size as to encourage the defendant to persist in lawlessness.

At the conclusion of his opinion, and after announcing the amount of the fine, Judge Landis directed that a special grand jury be called for the purpose of inquiring into the acts of the Chicago and Alton Railroad Company, it having been proved in the case just closed that the Oil Company accepted rebates from that corporation. The jury is summoned for August 14th.

**Great Interest Shown.**  
The decision of Judge Landis aroused almost as much public interest as did the presence of John D. Rockefeller and other officials of the Standard Oil Company in the courtroom on July 6th.

The crush was so great that a large force of deputy marshals had much difficulty in controlling the crowd that was anxious to force its way into the courtroom.

The government was represented in the courtroom by United States District Attorney Sims and Assistant Attorney Wilkerson. The attorneys who tried the case for the Standard Oil Company, John S. Miller, Meritt Rosen, and Alfred D. Eddy, were not present, the company being represented by Merritt Starr, a partner of Mr. Miller and Chauncey Martyn, from the office of Mr. Eddy.

When Judge Landis took his seat on the bench, he said quietly: "The United States vs. the Standard Oil Company. Is the defendant represented?"

"If the Court please," said Mr. Starr, "on behalf of the defendant and in the absence of the regular counsel, but with their authority, I desire to make suggestion or two pertaining to the final order in the case before—"

"Does not it strike you," broke in Judge Landis, "that it would be well to wait until I have finished with this document? Then I will hear what you have to say."

The judge shook his manuscript as he spoke, and Mr. Starr sat down. During the reading of the opinion, when the court said something especially strong against the company and its methods, the spectators would laugh loudly, and the balliffs were compelled to repeatedly rap for order.

The court had not proceeded far in his opinion when he was interrupted by attorneys who were trying to transact business with the clerk of the court. Leaning over the railing in front of him, the judge inquired with quiet sarcasm: "I am not interrupting you, gentlemen, am I?"

The attorneys fled and the reading was resumed.

**Convicted of Virgin Offense.**  
Loud hand-clapping broke out when the court said: "When, after all the circumstances of the trial have been brought out, and the defendant persistently maintains that the Constitution of the United States guarantees to it the right to make a private contract for a railroad rate, this court is obliged to confess that the presumption is that in this case the defendant was convicted of its virgin offense."

**Sentence of the Court.**  
Judge Landis, in passing sentence, said:

"It is in the judgment and sentence

(Continued on Third Page.)

### INFLECTS HEAVIEST PENALTY



JUDGE LANDIS, of Chicago, who fined Standard Oil Company nearly thirty million dollars.

### KNOCKED DOWN AND DRAGGED BY CAR

Charles U. Williams, Well-Known Richmond Man, Has Narrow Escape.

### NOT SERIOUSLY INJURED

Now in Hospital, but Will Be Able to Leave in Day or Two.

Mr. Charles U. Williams, the well-known lawyer and capitalist, of Richmond, was knocked down and dragged by a Main Street car last night in front of the Mutual Building. Though painfully bruised about the head and limbs, his injuries are not regarded as serious, and his physicians expressed the view last night that after a few days of rest and care he would entirely recover from the shock.

The accident occurred at 8:25 P. M., and from the statements of eyewitnesses it would seem that Mr. Williams attempted to cross from the corner of Ninth and Main Streets, by the Bank of Richmond Building, to the main entrance of the Mutual Building, crossing the street car tracks diagonally. It was raining heavily at the time, and Mr. Williams, who was without an umbrella, ran hastily, with his head down, to avoid a wetting.

### Ran Into Fender.

Main Street car No. 814, westbound, was approaching Ninth Street and slowing down for the switches at that corner. Mr. Williams, it is said, ran into the fender, tripping over it, and falling at full length directly in the path of the car.

Bystanders agree that the car, which was under control of Motorman W. H. Jones and Conductor J. W. Morrice, made a record stop, the current having been so sharply reversed that several passengers were thrown out of their seats.

As soon as it was ascertained that the wheels had not passed over Mr. Williams, the car was backed so as to release the fallen man, who was found to be unconscious.

Policeman C. H. Yarbrough was on the corner of Ninth and Main, and took charge, directing that, in view of the downpour of rain and the rapidly assembling crowd, the wounded man

(Continued on Second Page.)

### BEATS HIS WIFE, AND HE IS BEAT

Crowd Witnesses Flogging White Wife Looks on and Smiles.

HAZELTON, PA., August 3.—Louis Sambolla, accused of wife-beating, was publicly flogged by Alderman D. A. McKelvey, before whom he had been brought for a hearing. After testimony had been given, Alderman McKelvey seized the man by the collar, dragged him into the street, pulled the coat from his back, and then handcuffed him to a tree-post.

The crowd divided his intention, and a man took off his belt and gave it to McKelvey. The Alderman is young and strong, and the flogging was vigorous. After a few strokes Sambolla fell to his knees, crying for mercy, but McKelvey kept it up until he felt that the prisoner had enough. All during the flogging the wife stood by, and seemed to enjoy it.

### MOB AUTO PARTY AND BURN MACHINE

Enraged Illinois Farmer Subject Party of Wealthy People to Great Humiliation.

### LITTLE BOY RUN DOWN

Accident So Arouses Anger of Country People They Incinerate Auto.

CHICAGO, ILL., August 3.—Mobbed by farmers, after their big touring car had accidentally run over a little boy, S. B. Chapin, a millionaire broker, and two women companions, one of whom was Mrs. Chapin's wife, are said to have been driven from the automobile in the vicinity of Deerfield, Ill., forced to stand and look on while the big automobile was incinerated in a big bonfire that the farmers built under it, and then compelled to walk two miles through the country before they could find an accommodating driver who would take them to Moraine Hotel, in Highland Park.

These statements were made by citizens at Deerfield to-day to clear up the mystery of the destruction of the large touring car last Saturday, about which little could be learned on account of the manner in which the owners of the car guarded the accident.

It was stated on good authority to-day, however, that the occupants of the car were young Louis F. Swift, son of the millionaire packer, S. B. Chapin, a member of the brokerage firm of S. B. Chapin & Company, with offices in the Stock Exchange Building in Chicago, and No. 687 Fifth Avenue, New York; Mrs. Chapin and a young woman, who has been visiting as a guest at the Chapin summer residence in Lake Geneva.

It is said that after the enraged farmers burned the big automobile they jeered the members of the party, refused to furnish them a conveyance with which to return to their homes, and declined even to sell a horse and vehicle at any price.

The running down of the boy is said to have been entirely accidental and unavoidable on the part of the automobile party. It is said that as soon as the accident took place the automobilists stopped, the car returned to the spot where the boy lay and were prepared to do all in their power to help him when they fell into the hands of the enraged farmers.

In fact, it is reported that even after the motorists had been subjected to all this humiliation young Mr. Swift went back to Deerfield on the following day, had the boy attended to by the best of physicians, and offered to indemnify him through his father to any reasonable extent for his injuries regardless of the wrecking of the automobile.

### OFFICER KILLS ONE OF M'COYS

Shot While Resisting Arrest for Beating His Mother-in-Law.

LEXINGTON, KY., August 3.—A special from Pound Gap, Va., to-day says that the sheriff's posse which went to arrest James McCoy, who, since he was charged with beating and fatally injuring his mother-in-law, has been hiding in the Cumberland Mountains, found McCoy and killed him. Officer Holbrook was slightly wounded by McCoy. McCoy was a member of the McCoy faction in the Hatfield-McCoy feud.

### SUSPECT MURDER IN KILLING OF VASS

Engineer Thinks Man's Body Was Placed on Track.

### CORONER WILL HOLD INQUEST

Is Not Inclined to the Murder Theory, But Declares Nature of Injuries Makes It Almost Impossible to Decide—Many Witnesses.

Mangled almost beyond recognition by his most intimate friends, the body of William A. Vass, a high-grade young machinist at the Richmond Locomotive Works, was found beside the tracks of the Chesapeake and Ohio Railroad in Hanover county yesterday afternoon. The spot where the remains were discovered is beyond the main entrance to the Locomotive Works, near the siding which enters Fourqurean and Ruffin's coal yard. Vass was struck by Chesapeake and Ohio passenger train No. 20, but whether he had been placed on the tracks after being murdered, or whether the train was responsible for the killing, has not yet been determined.

### Engineer Suspects Murder.

It was just about 6 o'clock when the train, in charge of Engineer Cox, of the Chesapeake and Ohio, carrying the long string of Pullmans from the West, and running as the second section of No. 20, the through passenger train due in Richmond at 4:45 P. M., passed the scene of the accident.

Engineer Cox noticed the body lying on the track, but in the gloom of the rainy afternoon, and with his long, heavy train, it was too late to slack the headway, and the figure was struck and horribly cut to pieces. The engineer leans to the theory that the man was murdered and the body placed upon the track in the gathering dusk of a stormy evening, and by a lone-some siding, where few people were likely to pass. From an examination of the body last night, it was impossible to ascertain definitely whether or not this was a fact. Certainly the throat of the body had been gashed, the head being almost severed from the body.

County Coroner Deas examined the body last night, and does not hold to the murder theory. He says that from the nature of the injuries it is altogether possible, and the facts will in all probability never be definitely determined.

An inquest will be held this morning at 10 o'clock at the coroner's inquest room, where the body of the unfortunate man was carried late last night under the direction of Coroner Deas, care being taken not to disturb the remains in any way which might interfere with the examination of the coroner's jury.

County Policemen Rogers was notified of the supposed accident yesterday evening and hurried to the place, taking charge of the body until the coroner arrived. Policemen Rogers could not give any definite opinion on the murder theory.

He is inclined to the idea that the man had been drinking, and possibly fell across the tracks. Mr. Rogers said that on examination, by direction of the coroner, he found ninety cents in the pockets of the man, all in nickels. Vass, who was widely known at the Locomotive Works as "Buck" Vass, was a young machinist of good reputation, and is said to have risen rapidly since he had been in the employ of the works. Those present at the coroner's investigation last night were not positive as to whether or not the shop in which the man worked paid off his wages yesterday afternoon or not. Saturday is the regular payday, but some of the shops pay every two weeks. Vass in all probability received yesterday an envelope containing his wages for the past two weeks, possibly a good round sum.

It was reported that some of those present at the coroner's inquest to-day it will serve to strengthen the murder theory, since the dead man had but a little small change in his pockets after the accident.

It was reported to Dr. Deas by one of the workmen in the Locomotive Works that Vass has a wife and two children, and made his home on North Fourth Street, but the number could not be learned. The name does not appear in the City Directory.

Many Witnesses Summoned.  
A large number of witnesses have been summoned for the inquest this morning, including the crew of the passenger train, who will be sworn in by the coroner, and the Development Company officials, the responsibility for the tragedy is fixed.

Coroner Deas said last night that it has been almost impossible to recognize Vass, so badly had the body been mangled by the swiftly-moving train. Papers were found in the man's pockets, however, and later some of his fellow-workmen were able positively to identify the body. One of those present volunteered to hunt up the man's family and notify them of their loss.

Another Suspect Held.  
The police to-day arrested four brothers, Thomas, Louis, George and James Esposito, believing that they could throw some light on the murder of little Katie Tietzschler, whose mutilated body was found in a cellar on First Avenue. Later all but Louis were discharged. Louis admitted that he had been cutting wood in the cellar where the child's body was discovered the day Katie disappeared.

He also admitted that he knew the child, and had often spoken to her, Anna Messner, Rippolone, the shoemaker, and Bonfanti, his assistant, are still held by the coroner.

Marias Sallo, an Italian, was arrested on a charge of an attempted assault on a young girl in Brooklyn. Sallo seized her on the street and tried to drag her into a vacant lot. The girl's screams brought a crowd, who attacked Sallo. Policemen drove back the crowd at the point of revolvers.

Victim Still Unidentified.

The body of the young woman who was found strangled and horribly mutilated in an alleyway in East Ninth Street several days ago is still unidentified at the Morgue.

Frank Powers, proprietor of a luncheon room, was arraigned in Yorkville court to-day and held for further examination. Three young girls, one ten years old and the other two each fourteen, testified that Powers had offered them money to walk in Central Park with him.

### DELIBERATELY JUMPS IN FRONT OF TROLLEY CAR

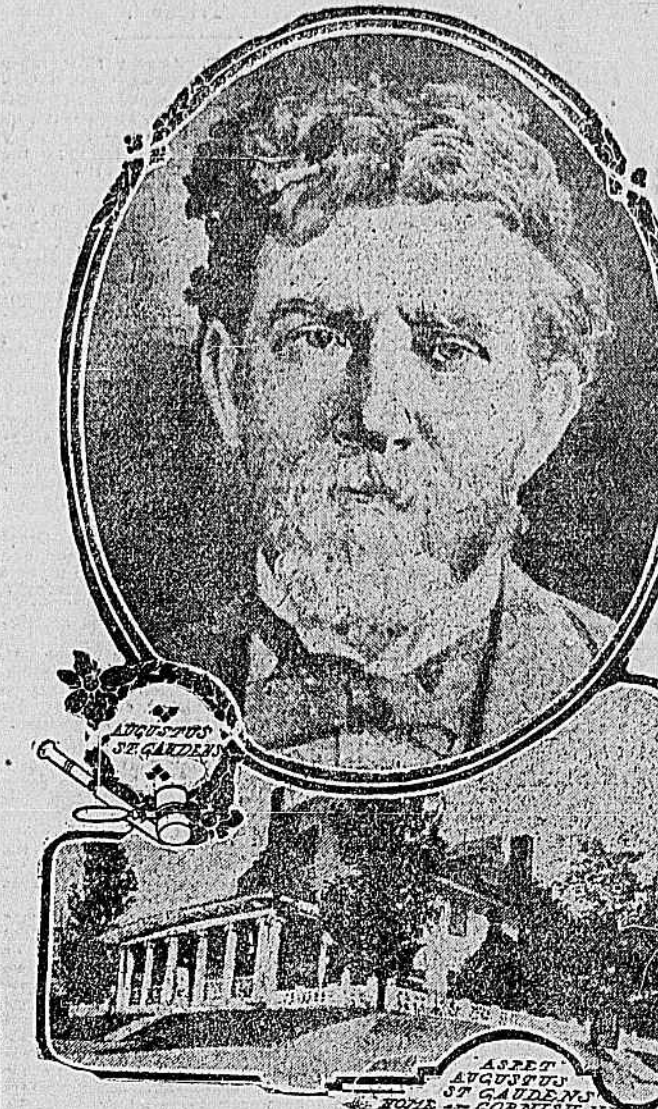
[Special to The Times-Dispatch.]  
NORFOLK, VA., August 3.—Giles B. Jackson, of Richmond, director-general of the Negro Exposition, Development Company, received an injury to-night from which it was thought at one time that he would bleed to death.

Attempting to open the door to a cab, in which he had driven to Lee Street, in Huntersville, the door sprung to on his wrist, and severely lacerated it. Blood gushed from the wound, and Jackson was rushed to St. Vincent's Hospital.

DELIBERATELY JUMPS IN  
FRONT OF TROLLEY CAR

[Special to The Times-Dispatch.]  
NORFOLK, VA., August 3.—Alonzo Hunt deliberately jumped in front of a rapidly-moving trolley car near Tanner's Creek to-night. He was knocked ten feet into a ditch, and was injured internally. It is unlikely that he will recover. He is thought to be a fugitive.

### FAMOUS SCULPTOR DEAD



### DETAIL POLICE TO CHECK CRIME WAVE

Every Plain Clothes Officer on New York Force So Assigned.

### PERPETRATORS UNDETECTED

Five Hundred More Policemen Needed to Protect Women and Children.

NEW YORK, August 3.—The wave of crimes against women and children which has swept over New York for the past fortnight has reached a stage where heroic measures are called for in the attempt to put a stop to the fiendish work which has come to light through the discovery of several murders and a number of assaults.

Acting Police Commissioner O'Keefe late to-day issued orders directing that every plain clothes officer on the force of the city lay aside all other work and devote himself entirely to an attempt to bring to justice the perpetrators of these crimes. Parents have been advised to keep their children under a closer supervision. He will ask for 500 additional officers.

The dozen or more attacks on children recently have struck terror into the hearts of mothers all over the city, and scores of cases of supposed attempts at assaults have been reported to the police which have no foundation except in the fears of parents.

But in spite of the scores of cases which have no foundation in fact, there have been enough actual cases of assault on children to cause the police as well as parents much worry.

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### No Services To-Day.

No services will be held in St. John's German Evangelical Church, corner of Eighth and Marshall Streets, to-day.

### FAMOUS SCULPTOR ST. GAUDENS DIES

Great American Artist Succumbs to General Nervous Breakdown.

### HEALTH FAILING FOR YEAR

Career of America's Greatest Sculptor and Some of His Best Work.

CORNISH, N. H., August 3.—Augustus St. Gaudens, LL. D., L. H. D., America's foremost sculptor, died at his home in Cornish to-night, after a long illness. Death was due to a general breakdown of the system, caused in part by a form of nervousness, with which he had long been troubled.

On Wednesday night Mr. St. Gaudens' condition was such that it was feared that he would not live through the night. He rallied and Thursday was carried out to his studio, where he criticized and directed the work of his assistants.

Mr. St. Gaudens has been in failing health for more than a year, and for the last month his decline has been rapid. He has been almost helpless and unable to walk from his house to his studio.

He has visited the studio nearly every day, however, being carried there by his attendants. He has done little work himself, but has directed the work of his corps of assistants.

### Created New School.

To Augustus St. Gaudens is due largely the creation of a new school of sculpture and the abandonment of the stilted imitations of the Roman and the study of the works of the Italian renaissance. At the very outset of his distinguished career he became the chief of the younger school of American sculptors, for although born in Dublin he was brought to this country at such a tender age that his environment made him an American in sentiment and aspiration. The greatest artists of the world say that his fame will endure for generations and that in the years to come his work will be regarded with the same admiration as the works of the Florentine era are regarded to-day.

St. Gaudens encountered the same

(Continued on Third Page.)

### HEAVY RAINS CAUSE CAVE-IN

Ditch Near Car Track in Dangerous Condition—Watchman There All Night.

The heavy and continued rains of last night caused a serious cave-in of the sides of the ditch along the north side of the Main Street car line, and a watchman had to be stationed at the danger point all night to warn motorists to go slowly by the place. Both walls of the ditch from Third Street to Fifth Street were in a dangerous condition, the water having loosened the dirt to a considerable extent. At Fourth Street a great quantity of earth had fallen in. At one place the trench has been dug under the north rail of the car track.

The Second Police Station was informed of the condition of the trench at about 10:30 o'clock last night, and Sergeant Hulce at once notified Superintendent Bolling and the Passenger and Power Company.

### TO ADOPT RATE NOT LATER THAN OCTOBER FIRST

Will be Continued Until Case is Decided by Supreme Court.

### NEITHER SIDE TALKING YET

Official Correspondence Given Out, but No Further Statement Made—Conferences Held Until Nearly Midnight—Attorneys Here.

### Terms of Agreement in Virginia Rate Case

1. The passenger rates, rules and regulations with respect thereto, ordered by the Corporation Commission on April 27, 1907, shall be put into operation not later than the 1st of October, 1907, and continued until the pending cases are finally adjudicated by the Supreme Court of the United States, both as to jurisdiction and merits.

2. That the cases in the Circuit Court of the United States shall be hastened for decision in the Supreme Court of the United States as speedily as possible.

3. That the evidence that has already been introduced in the cases before the Corporation Commission shall be used as the evidence in the litigation in the Circuit Court of the United States, if and when heard on its merits, each party having the right to supplement it with additional evidence as to fact subsequently arising.

4. That counsel representing the State and counsel representing the railroads shall agree upon a method of procedure and proper details necessary to carry these suggestions into effect, and to more accurately and carefully define and protect the rights of the parties.

The two-cent passenger railway rate, as promulgated by the Corporation Commission, will go into effect on or before October 1st, and the railroads operating within Virginia have determined to obey the laws of the State and live in peace with the people of the Commonwealth.

This is the outcome of the long and bitter struggle which has been waged for months by the State and the railroads regarding the much-debated two-cent rate, which has all but caused a popular uprising against the railroads, and which had gone to such lengths that an extra session of the General Assembly was about to be called. The whole State was aroused, and had not the matter ended happily as it did, the evil which would have resulted to the railroads cannot be estimated, for had the Legislature been forced to protect the State Corporation Commission from injunctions of the United States court, which threatened to rob it of all its powers, the outcome would have been a cruel blow to the common carriers.

As it now stands, the officers of the railroads have acceded to the demands of the State, and in a courteous letter to the Governor have declared they will obey the order of the Corporation Commission, claiming, however, their right to appeal to the courts, but agreeing to ask that the injunction be dissolved.

### A Day of Conferences.

After a day spent in many conferences, which lasted from early morning until midnight, the end came with the acceptance, on the part of the railroads, of all the State asked.

Long after midnight Governor Swanson, Attorney-General Anderson, Senator Daniel, Commissioners Prentiss and Stuart, and Messrs. Braxton and Eggleston, were still in conference at the Capitol, while the railroad attorneys held a meeting at the Richmond Hotel. The papers of agreement had, however, been signed and delivered, and the discussions were over what had been done and how the act would affect the railroads.

Early this morning Hon. Alfred P. Thom, counsel for the Southern, left for Washington on a special train.

### Governor's Letter.

Two letters—one addressed by Governor Swanson to the railway attorneys, and the other their reply to His Excellency—tell the story of the victory by the State of Virginia over the railroads in the long-drawn-out fight over the two-cent rate measure, which has resulted in placing the rate into effect on or before October 1st.

Governor Swanson's letter reads as follows:

August 3, 1907.

Hon. Alfred P. Thom, Counsel for Southern Railway Company;  
Hon. Henry T. Wickham, Counsel for Chesapeake and Ohio Railway Company;  
Hon. Alexander Hamilton, Counsel for Atlantic Coast Line Railroad;

Hon. Joseph L. Doran and Lucien B. Cooke, Counsel for Norfolk and Western Railway Company.

My Dear Sirs,—As Governor of Virginia, and as such interested in all that appertains to the best interests of the State, I have been